

The Hongkong Telegraph.

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九月八日星期一

THURSDAY, SEPTEMBER 14, 1905.

四年期

九月八日星期一

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000 \$18,500,000
Silver Reserve.....\$5,500,000
RESERVE LIABILITY OF PROPORTION \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson H. Schubart, Esq.
E. Goutz, Esq. E. Shellim, Esq.
G. H. Medhurst, Esq. Hon. R. Shaw.
A. J. Raymond, Esq. N. A. Siebe, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 3½ per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Roles may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK
AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsingtau Yokohama
FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank Berlin
S. Bleichroeder Berlin
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelsohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern a.M.
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koen.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.
Hongkong, 9th September, 1905. [24]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,900,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEW CHENG.
BOMBAY. MUKDEN.
TIENTIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBÉ. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.

THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 percent.

" " 4 "

" " 3 "

TAKAO TAKAMICHI,
Manager.

Hongkong, 11th September, 1905. [25]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....\$800,000
RESERVE LIABILITY OF SHARE-HOLDERS.....\$800,000
RESERVE FUND.....\$875,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 percent.

" " 6 " 3 "

" " 3 " 2 "

T. P. COCHRANE
Manager.

Hongkong, 18th May, 1905. [26]

INTERNATIONAL BANKING
CORPORATION.
FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS
AUTORISED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,250,000
RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

No: 9, Queen's Road Central.
Hongkong, 31st August, 1905. [27]

TRADE
MARK

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Mails.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA AND SHANGHAI,	SOCOTRA	About 15th	Freight only.
MOJI AND KOBE,	C. J. Benton, R.N.R.	September	(Passing through the Island Sea).
LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO-	CANDIA	Sept. 15th,	Freight only.
LOMBO, PORT SAID and MARSEILLES....	O. Jones, R.N.R.	Noon	
SINGAPORE, COLOMBO and BOMBAY.....	PEKIN	About 16th	Freight only.
(Calling at Penang if sufficient inducement offers).	Le Matre	September	
SHANGHAI.....	CHUSAN.....	About 21st	Freight and Passage.
LONDON, &c.....	SIMLA.....	Sept. 23rd,	See Special Advertisement.
	C. D. Goldsmith, R.N.R.	Noon	

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th September, 1905. [28]

Intimations.

Anywhere and
any time

BOVRIL is the right thing.
Being a perfectly scientific combination of the nourishing and the stimulating properties of beef, BOVRIL will always give a good account of itself.

BOVRIL

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.
IMPORTANT POINTS FOR CONSIDERATION.
Is Self-acting. Always ready for immediate use.
Does not require any tools. Requires only one hand to hold.
Can be held by anyone, even lady or child.
Minimum of Price, Weight and Size.
Hongkong, 10th May, 1905. [29]

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.
SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.
ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [30]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
[31]

CONNAUGHT HOTEL.
Telephone, No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS,
PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lushy Rooms, Elegant Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. [32]

For HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE
KOWLOON HOTEL.
J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,
SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

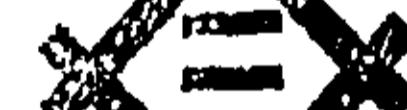
EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. M. FARMER, Proprietor.

HOTEL CRAIGIEBURN,
PLUNKETT GAP, the PEAK, near the TRAIN TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1905. [33]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Sool, Chonlipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Code).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanado, Matmeda, Manoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

S. MINAMI Manager. Hongkong.

Hotels.

OCCIDENTAL

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS.

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 1st May, 1904. [34]

THE ORIENTAL HOTEL,
MACAO.

THE above Hotel situated on the PRAIA GRANDE, will be opened on SATURDAY, 2d September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and loftiest in the Colony. THE BILLIARD TABLE, which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPIRITS AND WINES of the best quality.
CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 28th August, 1905. [35]

MANAGER.

MANAGER.

MANAGER.

MANAGER.

MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	58 tons	Captain W. A. Valentine.
"NANNING,"	560 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Muining, Kungchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Cantou to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

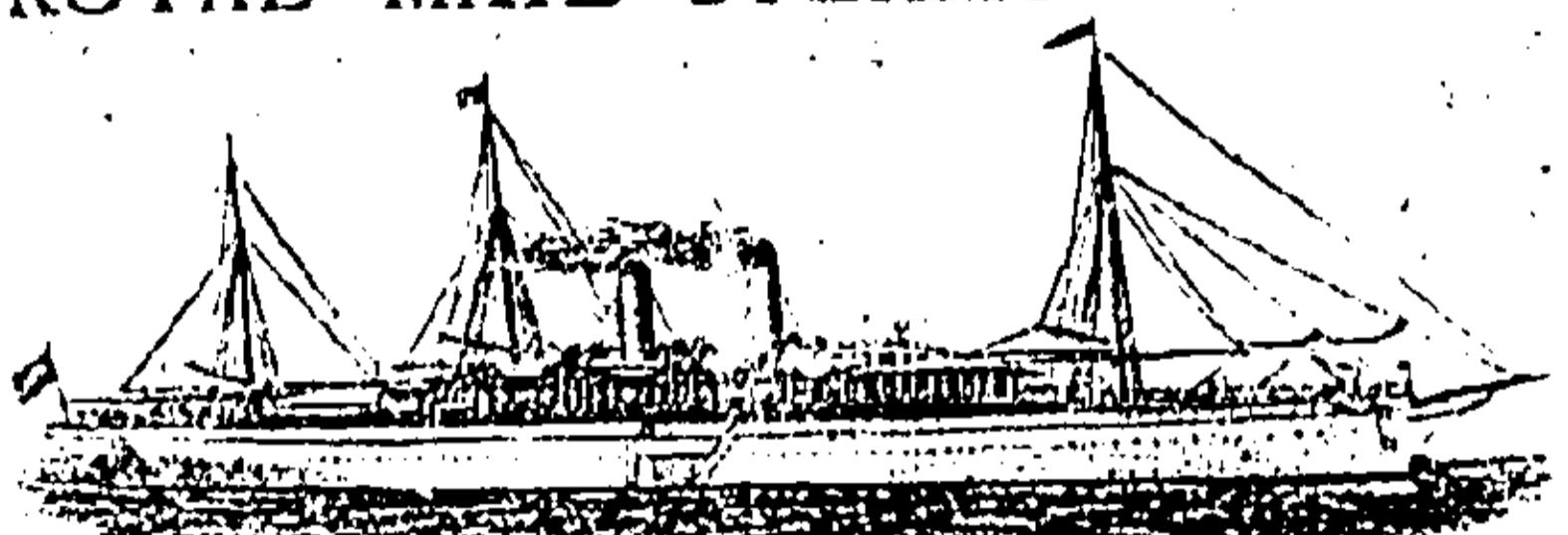
Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S.
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

*PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.

R.M.S. "EMPEROR OF JAPAN" ... 6,000. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.

"EMPEROR OF CHINA" ... 6,000. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.

"ATHENIAN" ... 2,440. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.

"EMPEROR OF INDIA" ... 6,000. E. Beetham, R.N.R. WEDNESDAY, 15th Nov.

"TARTAR" ... 4,425. W. Davison, R.N.R. WEDNESDAY, 29th Nov.

Hongkong to London, in Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail ... £40 " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 13th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

SCANDIA * ... HAVRE, BREMEN and HAMBURG. } 22nd Sept. } Freight and v. Doehren ... } Passengers.

SILESIA * ... HAVRE and HAMBURG. } 4th October. } Freight and Bable ... } Passengers.

SUEVIA ... HAVRE, ANTWERP and HAMBURG. } 10th October. } Freight. Krause ... } Calling at SPORE, PENANG & COLOMBO.

SLAVONIA ... HAVRE and HAMBURG. } 18th October. } Freight and Röden ... } Passengers.

SEGOVIA ... HAVRE and HAMBURG. } 1st Nov. } Freight. Schönfeldt ... } Calling at SPORE, PENANG & COLOMBO.

SENEGAMBIA ... HAVRE and HAMBURG. } 15th Nov. } Freight. Jäburg ... } Calling at SPORE, PENANG & COLOMBO.

VANDALIA ... NEW YORK VIA SUEZ, } about } Freight. Haase ... } with liberty to call at the Malabar coast. } 5th October. } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsheets. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th September, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 10th November, 1904.

Imperial German Mail Lines.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ROON WEDNESDAY, 27th September.

BAVARIA WEDNESDAY, 11th October.

ZIETEN WEDNESDAY, 29th October.

PRINZESS ALICE WEDNESDAY, 8th November.

PRINZ REGENT LUFTPOLD WEDNESDAY, 6th December.

PRINZ EITEL FRIEDRICH WEDNESDAY, 20th December.

GNEISENAU WEDNESDAY, 3rd January, 1906.

ROON WEDNESDAY, 17th January.

PREUSSEN WEDNESDAY, 31st January.

ZIETEN WEDNESDAY, 14th February.

Linen can be washed on board.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably w.r.t. that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

14. Yokohama, May 23rd, 1905.

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EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 24th March, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKER, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

Intimation.

**WM. POWELL,
LIMITED.**

"ALEXANDRA
BUILDINGS"
Des Vieux Road.

**NEW
DRESS
FABRICS**
for
AUTUMN WEAR.

**HIGH GRADE
FOOTWEAR.**

**DAINTY
LACE
COLLARS,
SCARVES
and
JABOTS.**

**HIGH CLASS
MILLINERY**
At
Moderate Prices.

**FIRST-CLASS
DRESS-
MAKING**
By
Experienced Fitters
from
LONDON & PARIS.

**Wm. POWELL, Ltd.,
HONG KONG.**

Hongkong, 13th September, 1905.

Intimations.

ANCIENT ATHENIAN LIFE.

OF THE MISTITUDES who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commanding to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey, and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose, and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

CHEONG LEE & CO.

FURNITURE DEALERS.
Temporary Store:
26, CONNAUGHT ROAD.

Hongkong, 11th September, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905.

[50]

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905.

[46]

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong, and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 2nd April, 1905.

Entertainment.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT,
on the
VOLUNTEER PARADE GROUND,
(Near Tramway Station),
ON
SATURDAY,
September 16th, at 9.15 P.M.

Tickets ... \$2 and \$1.
Can be obtained at the Volunteer Head Quarters,
near the Hongkong Club.

Hongkong, 9th September 1905.

[910]

Dentistry.

Dr. M. H. CHAUH,
THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY,
37, DES VIEUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

[67]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1905.

[66]

Intimation.

Intimations.

ANCIENT ATHENIAN LIFE.

The fourth of the series of University extension lectures on "Ancient Athenian Life" was delivered by Professor Tucker, Litt. D., at St. James' Hall, Sydney last month. The lecturer dealt with the Athenian woman, who was held in her time to be inferior to man. Woman's duty, according to Plato, was to keep house well and obey her husband. Euripides expressed the view of the Athenians that a woman was none the better for being too intellectually clever. She learned cooking and sewing, while music was also a common accomplishment. In early childhood the Athenian girl had a fairly happy time, but as she approached marriage age her freedom was restricted, and her opportunities of seeing men were small. To an Athenian marriage love mattered little. The father, who provided the dowry, looked about for a suitable husband. The eldest male relative, if not in direct succession, was entitled to marry the girl, but failing him the father looked for some other citizen in suitable pecuniary circumstances, or employed a professional matchmaker. Euripides regarded marriage as a necessary evil, and Solon refused to place a tax upon bachelors because he considered a wife "a heavy load to carry." In an ideal marriage the Greek bride was about 18 and the bridegroom 32. The husband had no claim upon the wife's dowry, and so, despite theoretic inferiority, a wealthy wife often became the predominant partner. As mistress of a house the Athenian wife had to exercise discipline over the slaves, who were apt to put breakages down to weasels and tame snakes—the prototypes of the modern cat—kept to devour mice. She was allowed to go to the theatre for tragedies, to processions, mysteries, weddings, and funerals. Her attire generally consisted of two articles, the tunic or undergarment, and the shawl or overgarment. The tunic might have sleeves, which even then varied from tightness to a bell-shape. Rouge, padding, and other aids to Nature were also known.

Passing on to the birth of a son and his early training by the women and the pedagogues, Professor Tucker pointed out that the Athenians attached more importance to the manners of the boy than his reading or writing. There was no State education, although public opinion expected the child should be educated. Reading, writing, music, physical training, swimming, and, later, drawing, were taught. Familiarity with the poets, particularly Homer, was enforced. At the age of 18 the youth entered upon his military training, which was compulsory upon becoming an Athenian Citizen, although there was no standing army. Athens' chief strength was in her navy, which was composed of more than 300 galleys, many of which had to be maintained by individual citizens. The lecture was illuminated by diagrams and lantern views.

A MACHINE TALKING 3 MILES.

A NEW PHONOGRAPH.

Some time ago, we drew attention (says the *Scientific American*) to the ingenious invention that had been devised by the Hon. C. A. Parsons, inventor of the steam turbine, and Mr. Horace Short, by the employment of which the reproductive sounds of phonographs and similar machines could be appreciably reinforced. At that time the invention was in a purely experimental stage. In the interval, however, the inventors have been perfecting it so as to be a commercial and practical attachment to talking machines. In this direction they have now succeeded, and recently an interesting demonstration of its practicability was given in connection with a gramophone.

In this device, which is called the Auxetophone, the usual diaphragm of glass or mica in the producer is replaced by a small valve, which controls the admission of compressed air to the trumpet. The air is supplied from a small pump, or bellows, contained in the pedestal supporting the instrument, at a pressure of about two pounds to a square inch. The valve, though of a small size, consists of a fine comb of aluminum, or magnalium, and the teeth of this comb just cover the gaps in a corresponding comb of brass, through which the air tries to escape from the compressed-air chamber connected with the supply tube.

The little magnesium valve, which is very light, is hinged on steel springs, so that, when its teeth are slightly lifted from the brass comb, or valve seat, the air is allowed to escape at both sides of each tooth in very large quantities, up through the two combs, and into the trumpet. When, however, the two combs approach closely, and almost touch, the escape of air is checked, and almost ceases.

It will thus be noticed that the slightest movement of the magnesium varies the admission of air into the trumpet; and, being connected to the needs of the gramophone, the motion of the valve corresponds exactly to the motion imparted to it by the record, and also to the original wave of sound as recorded by the recording instrument when the record was made.

The auxetophone reproducer may, therefore, be called an air relay, for, by its use, the gramophone record has only to work a valve of special construction, which controls the power of the compressed air. It is, therefore, of much greater power and volume than the diaphragm reproducer hitherto used, while it has the additional feature of enforcing the harmonics, which gives increased fullness of tone.

The reason of this remarkable change in tone is somewhat complex to explain, but the velocity of motion of the valve causes, or corresponds to acceleration of the velocity of air in the trumpet. When this is worked mathematically, it is found that the air wave provided in the trumpet is differential of the wave on the record; in other words, the harmonies are reinforced, or a richness is imparted to the sound. Another feature of the auxetophone is an ingenious little "viscous connection," as it is called, introduced between the needle and the valve, which adds to the softness of the tone and its action may be compared to the effect of the moisture in the throat of the singer, or the effect of age and playing in mellowing and loosening the fibres in the wood of the violin.

The auxetophone is a very powerful reinforcer, and, on a calm day, may be heard distinctly for two or three miles, and a speech may be followed in every word from two to five hundred yards at least. The device has been acquired by the Gramophone Company, of London. It is intended, as soon as a few adjustments and simplifications have been made to coincide with public requirements, to install auxetophones upon trans-Atlantic liners, for the amusement of passengers.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. N. Co.'s Steamer

"SOCOTRA."

FROM ANTWERP, LONDON, MALTA,

PORTRAIT, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex S.S. Egypt.

Optional Goods will be landed here unless

instructions are given to the contrary before

10 A.M., TOMORROW.

Goods not cleared by the 20th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godown for examination by the Consignee's

and the Company's representative at an ap-

pointed hour.

All claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognized.

No claims will be admitted after the Goods

have left the Godowns.

I. S. LEWIS,

Acting Superintendent.

Hongkong, 13th September, 1905.

[12]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed

and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

instructions to the contrary be given before 6 o'clock,

THIS AFTERNOON.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 18th September, will

be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on MONDAY, the 18th September,

at 9.30 A.M.

All Claims must reach us before the 23rd

September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 13th September, 1905.

[13]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNNEES of Cargo are hereby

</

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY.
THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR
AND
MELLOWNESS
ATTAINED ONLY BY
GENUINE
QUALITY
AND
GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's name and address.

Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month are proportional. The daily issue is delivered free when the address is accessible to messenger. No copy sent by post or additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents.

sign capital or Government bonds or employing foreign engineers, "but an absolute control of a railway by a foreign individual or corporation is intolerable."

The meaning of all this is, of course, apparent. China is beginning to realise the far-reaching effect upon the country of the extension of modern railways, and is desirous of controlling the means by which a great economic transformation is to be brought about in her empire. Should she carry out faithfully the programme of railway extension that has for years past been mapped out, the result will inevitably redound to the advantage not only of herself but to the foreign countries with which she has for so long been associated in the way of trade.

LOCAL AND GENERAL.

THE following telegram has been received from the Colonial Secretary, Straits Settlements.—Quarantine withdrawn.

RAILWAYS IN CHINA.

Several telegrams have appeared in our columns of late relative to railroad concessions in China, and from their purport it is not difficult to gather that the Board of Foreign Affairs is not disposed to see the projected railways in China controlled by foreigners. That this view is correct does not admit of much doubt since American exchanges to hand point to the fact that at the recent interview of the Chinese Minister with President Roosevelt over the disposition of the Canton-Hankow Railroad it was plainly shown that the Imperial Government at Peking was determined to wrest the control from the hands of the American concessionaries. It appears that before the interview was held the Chinese Minister avowed the desire of China to purchase the concession and disclaimed any threat on the part of his Government to seize the property.

To the syndicate had been given the privilege of constructing a line of road 700 miles long between the city of Canton and the city of Hankow, with 200 miles of branches, tapping important mineral districts and commercial centres, and also the authority to raise the money to pay the expense of construction by the issue of \$42,500,000 gold fifty-year 5 per cent bonds, interest and principal being guaranteed by the Chinese Government. The proceeds of the bonds would have been sufficient to complete the road if they had been economically expended, but the whole thing has turned out to be a fiasco and nobody seemed to know anything about it until a few weeks since when it was announced that the American-China Development Company of New York had held a general meeting at which the members ratified the sale of the railway to China for the sum of \$6,750,000 gold. Nevertheless, an article published in the *Dragon Student*, which is dedicated to the Chinese Minister, submits that the Government at Peking had the legal right to cancel the contract owing to the failure of the American syndicate to comply with its terms and the deliberate violation of its provisions through the sale of its stocks to the French and Belgians. Upon this the *San Francisco Chronicle* remarks that there is no use in blinding ourselves to the fact that the exploitation of China by foreign railroad builders will not be tolerated hereafter by the Chinese. The writer in the *Dragon Student*, the contents of which one may presume has received the official approval of the Chinese Minister to whom it is dedicated, says emphatically that while "public opinion in China now is not against the construction of railways and the opening up of its resources," it is "strongly against the control of railway affairs in the hands of foreigners," by which is meant, of course, the representatives of the Western nations. The new policy of acquiring Government control of the American Canton-Hankow Railway concession is not limited to that enterprise, but it extends to all other concessions of a like character made to foreigners. The movement instituted for the transfer of the control of the Canton-Hankow line to the Imperial Government is only the beginning of the unfolding of the new policy. Mr. Chang, the writer, voices the latter when he says that "the people have good reasons to fear dangerous results from foreign invasion in the railway business. The Eastern Chinese railway in Manchuria, which was built by the Russians and has been entirely under Russian control is," he adds, "a sufficient warning to the Chinese people that the control of a railway by foreigners naturally invites a foreign invasion." He continues: "Another warning recently presenting itself to the attention of the public is the completion of the German railway in Shantung, which is now threatening the whole province." "The Chinese," he asserts, "have now fully realized that a railway in foreign hands is a menace," and that the control of the Canton-Hankow Railway by a great foreign Power may threaten the whole of Southern China. They have no objections to receiving for

SENATOR District of Nebraska favours employing convict labour in building the Panama Canal.

THE Colonial Secretary has received the following telegram, dated 13th inst., from H.B.M. Consul, Bangkok.—Medical inspection imposed on arrival from Hongkong; vessels must go quarantine station Kophra.

CAPTAIN F. C. Tate and Mr. Clarence Dehart of San Jose with a number of chemists and 125 labourers, have started on an expedition to an island in the Pacific, 1000 miles west of the Mexican coast, to mine phosphates. They represent a corporation with headquarters in London.

PERSONS of the Chinese race who are British-born subjects will in future be required to prove residence in British territory for a continuous period of three years if they wish to obtain from the Government of Burma passports for travel in the interior of China. The holder of a passport from Burma will have to register himself at a British Consulate in China, and will not be entitled to British protection except for events subsequent to such registration.

SURELY it is time that the dollar was tamed? Its capricious capers have exhausted our patience, and those of us who are not currency gamblers ask for nothing better than that the dollar should be fixed. A two-shilling dollar would be handy enough for reckoning, but as the market stands to-day a half-crown exchange seems the more reasonable. In town last night, says the *Eastern Daily Mail*, of the 6th inst., there were rumours that Government has decided to fix the dollar at 2/8. This may seem curious but officials interviewed by our representatives declared that they knew nothing of any such intention. The time for the Government moving in the matter has come, however, and we may expect the change to be made any day.

BEFORE Mr. Basil Tayor, Marine Magistrate, L. Rocha, assistant Inspector of Junks, charged Chan Kin, master of licensed rowing boat No. 3,636, and Lo Fo, master of an unlicensed cargo boat, with disobeying the lawful commands of the Harbour Master, by obstructing the approach to the Harbour Master's wharf, the latter being also charged with plying his boat without a licence, in Victoria Harbour, on the 8th and 14th inst., respectively. Mr. Rocha said the rowing boat was lying off the steps, not anchored, but hanging about and obstructing the steps. The cargo boat was also obstructing the steps by discharging cargo. Her master had no licence. The men had no defence, but the second defendant said he did not know he was doing anything wrong. First defendant was fined \$5 or 14 days, and second \$3 or 7 days on each charge.

FROM a Tacoma despatch of the 8th ult., we learn that Captain J. T. Morgan, one of the New York representatives of the Hamburg-American Steamship Line, said that day while that his company will eventually be operating a steamship line between Puget Sound and the Orient. For eighteen years Captain Morgan has been making periodical trips to the Pacific Coast to watch the commercial development of the various Pacific ports. He foresees that the commerce between the United States and Asia will make rapid strides, following the conclusion of the Japanese War. His company now operates steamships to Chinese and Japanese ports. By adding to his fleet their voyages can be extended across the Pacific to Puget Sound. Just when the company will be ready to adopt this programme Captain Morgan could not then state.

JACK McAuliffe, the boxer, who is suing the F.M.S. Government for breach of contract, has retained as counsel Mr. A. M. Gibb, of the firm of Messrs. Ireson & Matthews. Mr. McAuliffe's cause of action arose in this wise: During race week in Taiping he announced a performance to be given in the Town Hall; but as the date he had fixed clashed with that of a dance to be held in the Perak Club, he was asked to postpone his show, which he did and booked the hall for the last day of the races, obtaining a receipt for the rent of the hall. On the morning of that day, however, he was informed that he could not have the hall as it was wanted by the Kinta Amateur Dramatic Club. At the eleventh hour he had to get fresh handbills, printed and cancel his bookings. Mr. McAuliffe failed to get satisfaction from the Resident, whom he interviewed, and hence this action.—*Eastern Daily Mail*.

THE volume of quotations from the Chinese classics in colloquial use, now published by Messrs. Noronha & Co., giving the pith of the classics, seems to be designed for the information of students to guide them to an appreciation of some of the better known passages of Chinese literature. But in it, Mr. J. Dyer Ball, the energetic author, has so well and faithfully undertaken his work that the book is of the highest value to everyone who is in any way brought in contact with the Chinese language. In 71 pages he has set forth a selection of quotations made "with the object of gathering together the words or phrases, or sentences in the classics used in everyday conversation, and understood by nearly everyone, be he man or woman, merchant or coolie." A very copious index, which is not confined to the words in the passages quoted, should enable anyone to find whatever he wants which may be contained in it. It is pointed out that the volume only contains quotations from the Four Books, though it is interesting to note that the author has already prepared a second series of similar quotations selected from the Two Classics. As anyone acquainted with the works of Mr. Dyer Ball would expect the volume is most carefully compiled and bears the stamp of one whose extensive knowledge of things Chinese cannot be gainsaid. It is published at \$2 a copy.

MESSRS. L. Moore & Co., auctioneers, conducted an important sale of property at their sale rooms, Kiangsu Road, Shanghai, on Saturday. There was a fairly good number of both foreign and Chinese investors present. The property is that known as the Soy Lin Silk Filature Co., Ltd., situated at No. 23, Miller Road, Hongkew, and consisting of about 13 mow of land, the main filature building, godown, manager's house and Chinese buildings, the machinery and plant contained therein and the plant and accessories at three drying stations near Woosie. Rs. 17,500 was the first and only bid, and the property was bought by Messrs. Arnhold, Karberg and Co., Kiukiang Road.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, C.R.E., Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir E. Spencer Berkley (Attorney General), Hon. Mr. Basil Taylor (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. R. Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. Wei Yuk, and Mr. A. G. Fletcher (Clerk of Councils).

MINUTES:
The minutes of the last meeting were read and confirmed.

FINANCE:
The Colonial Secretary moved that the report of the Finance Committee (No. 6) be adopted.

The Colonial Treasurer seconded.

Carried.

The Colonial Secretary laid on the table Financial Minutes Nos. 33 and 34 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded.

Carried.

PAPER:

The Colonial Secretary laid on the table correspondence in connection with the selling and planting of the *Pinus Massoniana* in Hongkong.

LAW COMMITTEE:
The Attorney General moved that the report of the Law Committee be adopted. He mentioned that the report was on the Bill to authorise the construction of a tramway from Battery Path to the Peak.

The Colonial Secretary seconded.

Carried.

VALUATION OF TENEMENTS:
The Colonial Treasurer moved that it be resolved that the percentage on the valuation of tenements payable in rates in that portion of the Hill District which is defined in section 29, sub-section (1) (b) (as amended by section 2 of Ordinance No. 41 of 1902) of the Rating Ordinance No. 6 of 1901, be altered from 10½ per cent. to 13 per cent. with effect from the 1st of October, 1903.

The Hon. Mr. Gershon Stewart.—Might I ask your Excellency what the advance of 2½ per cent. is for? The lighting comes to 100 lamps at \$3 50 which is \$4,200 per annum, and only 1½ per cent. on the assessment value of the Peak.

H.E. the Governor.—It is partly to provide for that and partly to provide for hydrants.

Hon. Mr. Gershon Stewart.—Will the water supply be constant then?

H.E. the Governor.—As constant as any where else in the Colony.

The Colonial Secretary seconded.

NEW TERRITORIES LAND ORDINANCE:
The Attorney General introduced and moved that it be read a first time a Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905.

It was stated in the objects and reasons at the foot of the Bill that, owing partly to the length of time which elapsed between the lodgment of claims to land in the New Territories Land Court and the issue of Crown leases for such land, and partly to the illiteracy of the land owners in the New Territories, it has been found that there are many errors in the schedules to such Crown leases, and it is desired to empower the Governor, on the advice of the Land Officer, to cancel such inaccurate schedules and to issue correct schedules in lieu thereof. It is also thought desirable to authorize the Land Officer to enter in the schedules to the Crown leases particulars of subsidiary dealings with land (such as mortgages and leases) which took place prior to the coming into operation of the New Territories Land Ordinance, 1905, but were not recorded by the Land Court and were consequently omitted from the schedules to the leases. The special powers given by the Bill are to cease on the 31st July, 1906, by which time it is hoped that all the schedules will have been corrected.

H.E. the Governor.—This Bill is stated to be an amendment to the Ordinance, but it is really a supplement to the Bill. The schedules to the leases issued for agricultural lands in the New Territories contain hundreds of thousands of names, in Chinese and English, of addresses, of areas most of them small—a fraction of an acre—and of amounts of Crown land, most of them being a small fraction of a dollar. It will be readily understood that in the compilation of these schedules certain errors have crept in largely due to the illiteracy of the inhabitants of the New Territories. These errors have been brought to light on the issue of certificates under the lease and it is convenient that they should at the same time be corrected. This is being done, and the Bill before the Council is to legalise those corrections.

The Colonial Secretary seconded.

Carried.

WIDOWS' AND ORPHANS' PENSION FUND:
The first reading of a Bill entitled an Ordinance to transfer to the general revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to widows and orphans of deceased public officers, and to make the payment of the same a charge upon and payable out of the said general revenue, was held over.

LIGHTING OF JUNKS:

The Attorney General moved the second reading of a Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1894, and for other purposes. He explained that the purpose of the Bill had been fully set out in the objects and reasons. Besides providing for a workable system for Chinese junk lights it gave additional and effective power to the harbour authorities to keep the fairway clear and to control the traffic of small craft.

Bad weather prevails in the N. part of Formosa Channel.

Fresh to moderate W. and SW. winds are indicated over the N. part of the China Sea.

Forecast—fresh to moderate W. and SW. winds; fair.

SHIPPING AND MAILS.

MAILS DUE.

German (*Wilhelma*) 18th inst.
Australian (*Chingtao*) 18th inst.
Indian (*Namsoon*) 20th inst.
American (*Mongolia*) 28th inst.

The Silk ex s.s. *Athenaeum* arrived at New York on 11th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver at 9:30 p.m., on 12th inst.

The M. M. Co.'s s.s. *Caledonia* with the next French Mail left Singapore yesterday, at 7 p.m., for this port via Saigon.

The Imperial German Mail ex s.s. *Wilhelma* left Kobe via Moji on Tuesday, at 1 p.m., and may be expected here on 18th inst.

The M. M. Co.'s cargo boat, *Longsor*, from Marseilles &c., left Haiphong this morning, and is expected here on Saturday morning.

TELEGRAMS.

[Reuters.]

Grave Situation in Baku.

PRINCE ASSASSINATED.

LONDON, 12th September.
Despatches from Baku yesterday afternoon state the situation is becoming worse every minute. The town is full of troops who have practically destroyed eight of the artillery quarters.

Tatars and Kurds are still plundering the landed proprietors, and Prince Tchilwanoff has been assassinated at Gori, in the Tiflis district.

A conference of the leading Naphtha firms has been held, at which it was decided to memorialise the Tsar, and to refuse to attempt to resume the industry unless solid guarantees were given for adequate protection.

Later.

Mounted Persian Kurds continue to join the Tatars in massacring the inhabitants and pillaging the Armenian villages with horrible atrocities.

Loss of a Japanese Flagship.
The Japanese battleship *Mikasa* caught fire and blew up; the casualties amount to 599.

[The above wire confirms the cable received from our Shanghai correspondent yesterday morning. Although the name of the vessel was not given, it was apparent that it was one of the larger battleships or cruisers to which disaster had fallen. The *Mikasa* was a sister ship of the *Azuma*, *Hatsuse*, and *Sitsukawa*, and flew the flag of Admiral Togo. She was launched at Barrow in 1900, and was of 15,000 tons displacement. Her armament consisted of four 12-in., fourteen 6-in., twenty 12-pounders, and twelve smaller guns. Four torpedo tubes (submerged). I.H.P., 15,000. Speed, 18.5 knots. Coal capacity, 70,1520 tons. It may be remembered that in the naval fight on the 30th August last year a shell exploded on the *Mikasa*, as the result of which there were no less than 120 casualties, including Prince Fushimi, who was wounded.—F.d., H.K.T.]

The St. Leger.
Cicero has been scratched for the St. Leger.

PINE FELLING AND PLANTING

HONGKONG.

The following representation made to the Government by the Superintendent, Botanical and Afforestation Department, in connection with the felling and planting of *Pinus Massoniana* in Hongkong, concludes the series of correspondence on this subject that was laid on the Legislative Council table this afternoon—

Botanical and Afforestation Department,
Hongkong, 10th August, 1905.

Sir,—I have the honour to state that upon attempting to prepare a working plan for future forestry operations, I find it to be impracticable to do so upon the system authorized by Council on 24th July, 1905.

The Executive Council convened on that date decided that selection felling should be adopted throughout Hongkong except in Forest Divisions 4 and 5. The system applied to a 35-year rotation—that authorized on the same occasion—means that the annual number of fellings (about 10,000 trees next year) will take place over a large area, the trees being selected here and there, one in thirty-five, out of the whole crop. In the ensuing planting season the gaps caused by the fall of these single trees would have to be found and planted with 3-6 saplings each, according to the size of the gap. These would have to be found again if watering were required, which it usually is several times before the rains commence. The amount of labour required for these operations would alone render the cost of them prohibitive. But a more serious difficulty would be encountered. The second and all subsequent selection fellings would be made in immediate proximity to living saplings many of which must necessarily be damaged by the fall of the adult trees. These difficulties do not arise in places where natural regeneration takes place, for the ground is at all times kept stocked with saplings by nature and the destruction of a few matters little; as nature moreover fills the gaps caused by felling, no extra expense is caused by their diffuseness. Selection felling in that case may be very desirable, but under our local conditions no natural regeneration taking place some modification will be necessary.

I would propose for the consideration of the Government the adoption of the "Shelterwood Strip System." In this method of felling and re-planting, narrow strips of wood are felled, the remainder being left standing to protect the saplings which are subsequently planted in the clearings. No very conspicuous gaps are made, the planting areas are easy to find, and the adult trees next the saplings can be felled away from them.

If all trees were felled at exactly 35 years old, in Hongkong the plantations would be felled as they were planted, in blocks. If the selection or shelter-wood systems are adopted it is not possible to cut all trees at the right age, but mature blocks should be felled within a short period of years as is possible without making conspicuous gaps. By cutting and re-planting judiciously homogeneous blocks can be stratified so as to yield regular crops of adult trees.

Only 1/2 of the ground (in two narrow strips) is ever bare at the same time, i.e., 4 times 35 years; the departure from the normal rotation of 35 years is never more than 5 years and after three cycles is reduced to nothing; that is to say in the first and second cycles some trees are cut 4 years too young, some 4 years too old; in the third cycle all are cut at the best age.—I have, &c.

S. T. DUNN,
Sup't, Botanical and Afforestation
Department.

The Hon. The Colonial Secretary.
The matter was again considered in Executive Council on the 24th August, 1905, and a resolution was passed to the effect that, in view of the difficulty and expense of re-planting under the selection felling system, the "Shelterwood Strip System" of felling and re-planting should be adopted except in Forest Districts 4 and 5, where "block" felling should be continued.

A CURIOUS CASE.

MARRIAGE LAW OF CHINA.

This afternoon before Mr. F. A. Hasland, Oldrico Neves, signalmans at Green Island, surrendered to his bail to take his trial on the charge, "for that he, the said Oldrico Neves, Green Island signalmann, on the 10th day of September, 1905, at Victoria in this Colony did unlawfully, knowingly and without reasonable excuse harbour a Chinese woman named Mun Li Kwai, married to the complainant according to the law of China, and who had left the protection of her husband."

Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, appeared for the defence, Inspector Langley prosecuting on behalf of the Police.

Accused pleaded not guilty.

Tseng Bong, complainant, said that he was married eight years ago to Mun Li Kwai according to the marriage law of China. Presents were sent and \$100 handed to her mother. He identified the woman, Mun Li Kwai, in Court, as his wife. The woman said her name was Josephine Neves. Witness, continuing, said the certificate was signed by the bride's father. There was no chop on it. Witness sent bridal chins and his bride came in one accompanied by a go-between named Si Kiu.

Si Kiu was called and was identified by witness.

Mr. Goldring applied to have the document in question translated, and in order to have an official translation made, His Worship said the case had better be postponed.

Mr. Goldring raised the point as to whether the Ordinance applied to marriages contracted under the Chinese marriage laws, in Hongkong.

The case was here remanded till Tuesday next at 2.15 p.m.

ALLEGED EMBEZZLEMENT.

Yuen Chan Wan, bill-collector for the Li Sing Wau firm, was placed before Mr. G. N. Orme this afternoon, on the charge of embezzling the sum of \$192 the property of the firm.

Mr. C. F. Dixon, of Mr. John Ha-ting's office, appeared for the prosecution, and Mr. Otto Kong Sing for the defence.

For the prosecution it was stated that on various dates since February last the defendant received money in payment of bills due to the firm and did not account for the same. Evidence was led proving the payments.

For the defence Mr. Otto Kong Sing closely cross-examined the complainant, who said defendant was never a partner in his firm, but he was allowed to use the chop when he received money for the firm. He collected bills, and also brought business to the firm. Witness paid defendant no salary, but gave him 40 per cent of all money collected by him, and on orders brought in. When defendant brought in a bill paid by Moore for \$192 he did not ask witness for \$200, and he did not tell defendant that he could take the \$192 towards the \$200 he wanted.

Re-examined by Mr. Dixon, witness said that in March last no money was due to defendant whose account was all along overdrawn.

Mr. Otto Kong Sing here applied for an adjournment to enable him to get the cheque from the Chartered Bank which was chopped by complainant for defendant to receive the money and take it in payment of the money he wanted, and which complainant denied having chopped.

Mr. Dixon objected to any adjournment for the purpose of giving the defendant an opportunity to manufacture evidence. After further evidence was led showing that the defendant had the right to use the receipt chop of the firm, Mr. Dixon applied to have the defendant's statement, made on arrest, put in. The statement was to the effect that defendant did collect the \$192, and told complainant he was drawing the money against the account he had with the complainant.

The case was then adjourned on the application of Mr. Otto Kong Sing.

A SECOND CHARGE.

The above defendant was then arraigned on the charge of embezzling the sum of \$121 received for various small bills.

Evidence similar to that in the above case was given, and this case was also remanded, bail \$750.

TERMS OF ARMISTICE.

Mr. Matsuoka, Vice-Consul in charge of the Japanese Consulate General at Shanghai, has placed the following official telegram from Mr. Uchida, Japanese Minister to Peking, at the disposal of the Press:

Translation from Japanese Text: Terms of Armistice published at Tokyo (officially) on the 7th of September:

1st. A certain distance (zone of demarcation) shall be fixed between the fronts of the Armies of the two Powers in Manchuria as well as in the region of (Tumen River).

2nd. The naval forces of one of the belligerents shall not bombard territory belonging to or occupied by the other.

3rd. Maritime captures will not be suspended by the Armistice.

4th. During the term of the Armistice new reinforcements shall not be despatched to the theatre of war; those which are en route shall not be despatched to the north of Moukden on the part of Japan, and to the south of Harbin on the part of Russia.

5th. The Commanders of the Armies and Fleets of the two Powers shall determine on common accord the conditions of the armistice in conformity with the provisions above enumerated.

6th. The two Governments shall give orders to their Commanders immediately after the signature of the Treaty of Peace in order to put this protocol in execution.

THE CRUISER "SULLY."

A DISAPPOINTING EXPERIENCE.

The recent typhoon is responsible for a very great disappointment to the salvage experts now busy trying to save the long-stranded French cruiser *Sully*. It is the general consensus of opinion among the party that, but for the untimely advent of that disturbing element, all things going as was expected, the *Sully* would now have been safely in the shelter ofAlong Bay, and preparing for the trip up to Hongkong for the purpose of docking. Everything went well up to the morning of the day on which the typhoon broke over the scene, and hopes were high that success was about to crown their efforts when Admiral Jonquieres ordered them desist from further operations and to seek shelter from the coming storm. On the morning of that day the bow of the *Sully* had been raised 14 feet, the cofferdam, or pontoon, was placed in position, and the pumps were working satisfactorily, when the weather, already threatening, thickened, the sea began to rise wind blew at typhoon force, with heavy rain-squalls, and then the Admiral sent an order to stop further work, fearing for the lives of the men and the safety of the *Sully*, and sending a gunboat to convey the salvage party to shelter until the storm passed. It is believed that in one hour more the *Sully* would have been successfully floated, and the disappointment to all concerned, at the fortuitous chance that snatched success from them when almost in their very grasp, can be better imagined than described. The typhoon passed at length, but was succeeded by a strong southerly gale, and on returning to the scene it was found that the inside of the pontoon had been completely ripped out, the pontoon, or all that was left of it, being broken into two irregular parts, one of which drifted in shore, in a dilapidated condition, the other portion drifting down near the vertical rock alongside the stranded cruiser, while the sea all around was covered with beams and planks, the debris from the ruined pontoon, and the divers' stages and platforms. The *Sully*, which had been sunk again to make her more secure for riding out the coming storm, remained intact, the patching on her bottom not being damaged in the slightest degree. The hull, and calm as the centre of the typhoon passed over the scene was taken advantage of to make everything secure and taut again preparatory for the outer vortex passing over them and that had a good deal to do with the absence of all damage to the *Sully*, for several junks sank, as did a steamer which had but just been built and launched in Haiphong, only the truck of her mainmast remaining above water. The salvage boat, *Kong Num*, was run into shelter and thus escaped without any damage whatever. The cofferdam, having been destroyed beyond the possibility of repair, the salvage of the *Sully* will now be essayed by means of further lightening her and pumping her dry. Some of the pumps were sunk by the breaking up of the cofferdam, but as they are located it is expected, they will be recovered by the divers, another batch of whom have been requisitioned and leave for the scene either to-morrow or on Saturday. Despite this disheartening misadventure, hopes are still rife with the salvage party, who are determined to strain every effort to save the cruiser, and only give up when she is off the rocks, or the French authorities decide otherwise.

ALLEGED IMMIGRATION SWINDLE.

OPERATED IN HONGKONG.

The following despatch, dated from Washington on the 3rd ult., is appeared in the American Press.—The Immigration Bureau has collected evidence of the operations of a ring of Chinese and Americans in Hongkong for the purpose of procuring the entrance of diseased Chinese into the United States. These operations have been carried on for some time, and the bureau has no means of knowing how many Chinese were admitted.

It was reported here that Chief Wilkie of the secret service went to Hongkong and Shanghai for the purpose of investigating this fraud, with others. Chief Wilkie to-day denied that and declined to tell what his real errand was. He admitted, however, that he heard of the existence of the ring while in Hongkong, having been informed of it by Dr. White of the Marine Hospital service, who told him an American doctor, named Jones, was selling certificates of health for \$50 each, with which the holders were able to board the steamer for San Francisco.

On the steamer returning to San Francisco, Chief Wilkie was informed by the surgeon of the ship that Chinese had been found who had a solution of adrenalin chloride, which they applied to their eyes just before landing at San Francisco. This solution temporarily covered up the evidence of trachoma by driving the blood from the eyelids, and only an expert could detect the fraud. No one knows how many Celestials practised this fraud.

The Immigration Bureau has secured photographs of a certificate in Chinese reading as follows:

"Hongkong.—Received of Leo Wee \$50 for an American doctor or doctors for certificates of health and solution. If Leo Wee fails to get aboard the steamer for San Francisco this \$50 will be returned to him."

"JUAN YING TAI & CO."

A number of such certificates have been captured in San Francisco, showing that certain Americans in Hongkong are in league with the Chinese to violate the immigration and exclusion laws. An investigation is now being made, it is understood, though the officials are reticent.

An effort will be made at the coming session of Congress to have immigration inspectors sent to China to take charge of the inspection of Chinese immigrants to the United States. The Immigration Bureau says it is impossible to stop the frauds unless it has its own men, who can be held responsible.

"HAMBURG-AMERIKA LINIE."

The Immigration Bureau has secured photographs of a certificate in Chinese reading as follows:

"Hongkong.—Received of Leo Wee \$50 for an American doctor or doctors for certificates of health and solution. If Leo Wee fails to get aboard the steamer for San Francisco this \$50 will be returned to him."

"HAMBURG-AMERIKA LINIE."

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st September will be subject to rent.

All optional cargo will be forwarded unless notice to the contrary be given before 10 A.M.

"DODWELL & CO., LIMITED."

No cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

"HAMBURG-AMERIKA LINIE."

No cargo impeding the discharge will be landed into the Godowns, where they will be examined on the 21st instant, at 3 P.M.

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"HAMBURG-AMERIKA LINIE."</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	14th September.
GLASGOW and LIVERPOOL	"DIOMED"	15th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

S.S. "Diomed" left Singapore at daylight on the 10th inst., and is due here on the 15th.

HOMeward.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th September.
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via YAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
PACIFIC COAST	"PING SUEY"	1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and YOKOHAMA	"YANGTSZE"	28th September.
PACIFIC COAST	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	18th September.
MANILA	"TEAN"	19th "
CEBU and ILOILO	"KAIFONG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	23rd "
VOKOHAMA and KOBE	"CHINGTU"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th September, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nooley	MANILA	SATURDAY, 16th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 9th September, 1905.

[5]



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"SIERRA BLANCA".....18th September.

"ALSTON".....20th October.

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 14th September, 1905.

[11]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger-Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elliptical Duplicator.

Hongkong, 23rd February, 1905.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1905.

[6]

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7:30 A.M. and on Sundays at 8:30 A.M. Departs from Macao on Week Days at 2:30 P.M. and on Sundays at 3:30 P.M. Tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, \$1.

Every Sunday will be an excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 13th June, 1905. [14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW"....1,309 T. R. MEAD.

"KWONG TUNG"....1,318 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 23rd August, 1905. [17]

INDO-CHINASTEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

MANILA YUENSANG* FRIDAY, 15th Sept., 4 P.M.

SANDAKAN MAUSANG* SATURDAY, 16th Sept., 2 P.M.

SHANGHAI CHOYSANG* TUESDAY, 19th Sept., 3 P.M.

TIENTSIN ESANG SATURDAY, 23rd Sept., 2 P.M.

S'GAPORE, PENANG & CALCUTTA NAMSANG* TUESDAY, 26th Sept., Noon.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usukan, Jesselton and Labuan.

‡ Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th September, 1905. [16]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE, AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH:

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NICOMEDIA" 4,370 Wagenmann September 26th, 1905.

"NUMANTIA" 4,370 Feldmann October 14th,

"ARABIA" 4,483 Metzenthin November 7th,

"ARAGONIA" 5,108 Ernst.

The S.S. "Nicimedia" left Portland on August 17th, and is expected to arrive here on or about September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

[12]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on the 10th instant, at 3 P.M.

FAMOUS WRITERS' CURIOUS MISTAKES.

Like Cruden, the compiler of the Bible Concordance, who styled himself "Alexander the Corrector," writes a contributor to the Dundee Advertiser, Dr. Brewer had a passion for pointing out the mistakes made by eminent men. Some of his corrections are quite as amusing as the errors of which he complains. In his article on "Errors of Authors" he pillories numerous poets, from Spencer to Tennyson, and many novelists, from Cervantes to Dickens, who have slipped into inadvertent blunders which the eagle eye of Dr. Brewer has detected. Here, for example, are a few of the mistakes made by Sir Walter Scott as corrected by Dr. Brewer:

In "The Fortunes of Nigel" (chap. xxxii) Lord Dalgarno speaks of that happy period "which begins with 'Dearly Beloved,' and ends with 'amazement,'" but in the time of James I. the marriage service did not end with "amazement."

In his "Antiquary" (chap. x) he speaks of "the philosopher who appealed from Philip inflamed with wine to Philip in his hours of sobriety." This "philosopher" was a poor old woman.

In "The Betrothed" (time Henry II) he speaks of the "Bishop of Gloucester," but there was no such bishop till 1541, which was in the reign of Henry VIII.

In "Ivanhoe" (chap. xxvii) he makes "Wamber" the jestor say, "I am a poor brother of St. Francis," but that order was founded in 1209, and "Wamber" lived in the reign of Richard I (1189-99).

Here Dr. Brewer slips himself into an error, for the jestor was not "Wamber" but "Wamba, the son of Willess."

Again, in "Ivanhoe," "the monk of Croydon" should be the "monk of Croyland."

In chap. viii the Christian name of Malvoisin is Richard, elsewhere it is Philip.

Dr. Brewer has failed to note the well known error in the "Heart of Midlothian" in which Scott transforms the peninsula of Rosemeath into an island. The blunders made by Dickens are comical. In "Little Dorrit" the girl Tattycoram enters "with an iron box two feet square under her arm." In "Nicholas Nickleby" the boys at Dotheboys Hall are set by Squers "to hoe turnips" in the winter time. Sir Archibald Alison (whose name Dr. Brewer misspelled as "Allison") in his "Life of Lord Castereagh," says "Sir Peregrine Pickle was one of the pall-bearers of the Duke of Wellington." It means Sir Peregrine Maithland. Shakespeare affords a rich crop of blunders, which proves that "to err is human."

THE ABORIGINES OF CENTRAL AUSTRALIA.

LECTURE BY PROFESSOR SPENCER.

The third of the series of science lectures under the University extension lecture syllabus was delivered at St. James's-hall, Sydney, the other night by Professor Spencer, F.R.S. The lecture was the last of those on the aborigines of Central Australia, and was illustrated by lantern views, "Cinematographic and photographic records of native corroborees and chanting respectively were also used."

Dealing with the magic of the natives, Professor Spencer said that the aborigines believed that by performing certain ceremonies, generally letting the blood flow from their arms, they can cause the increase of the animal that served as their totem. And, while throughout the greater part of the year a member of, say, the kangaroo totem might not eat kangaroo flesh, yet, when performing the ceremonies which he believes will result in the increase of the kangaroos, he may eat of their flesh. In the rain ceremonies, knowing that after a dry season rain frequently follows the appearance of the plovers (pilpila), the native imitates the cry of the plover, trusting that Nature will be deceived and rain follow. The aborigines are firm believers in magic, and very few may approach the spot believed to be the home of their totem. If a native chant over a magic stick, pointed in the direction of his enemy, it is believed that his enemy will die. Deaths from disease are accordingly attributed to the use of the magic stick, and the imaginative native, on learning that a magic stick has been pointed at him, will often sickness with fright, and perhaps die. A girdle made from the hair of a dead man confers upon the wearer the virtues of the deceased, and adds to the wearer's efficacy in fight. By magic the natives hold that they can drive away comets and eclipses, and cause rain, unless a stronger counter magic is used. The medicine men are consequently treated with great respect. When a native is dying the women and other men throw themselves on the body. After death his body is placed upon a platform erected on a tree, and the camp deserted. When the medicine man has determined the enemy whose magic has caused the tribesman's death, a punitive expedition is formed, amid strange ceremonies. The success of a punitive expedition may be gauged on its return by the kind of shrub trust through the noses of its members, and black paintings on their bodies, white being the sign of mourning. For perhaps a year after the death a native will ascend the tree where the grave is, and ask the spirit of the dead man whether the time has come for the performance of the final ceremonies. If it has, all the bones save one are collected, portion of an ant-hill removed, the bones placed there, and the top of the ant-hill replaced, so that the last resting-place of the bones might be concealed. A fortnight later, amid mystic ceremonies, the remaining bone is broken and buried, and a small stone placed over it. By these means it is believed that the spirit of the dead man, which has dwelt in the tree among the dead man's bones, is laid to rest, and vanishes into the past ages.

HOW MRS. HUMPHRY WARD WRITES HER STORIES.

Mrs. Humphry Ward guards her private life jealously, and is said to be the only author of note who has never granted an interview. She is very reticent even among her friends as to her methods of composition, but the following secrets, said to have been revealed by her recently, are given in a late "T.A.T." and tell something of her manner of working:

"The story-teller plans it in this way or that. You sketch down on your first sheet of paper such and such incidents, your hero is to end badly or to end well. Marriage bells there shall certainly be—on that last far-off page. Or, if you are in a stern mood, you see all the forces of the pit unchained about your poor puppets. A shipwreck, a railway accident, some new disease with a long name—you write it down inexorably. But then you begin your work. And after a little while, as your grip tightens, at your characters come out of the mist, they begin to make themselves, to shape their own story. Your idea remains if it had any virtue. Often one looks back with a strange thrill to see how near the thought of the end has been to the thought of the beginning. But on the way it has taken to itself a score of fresh forms and developments."

SOUTH.

Socorro, Br. s.s., 3896, W. R. F. Hickey, 13th Sept.—London, 6th Aug., and Singapore 8th Sept., Gen.—P. & O. S.N.C.

Hohnstein, Ger. s.s., 125, H. Hamer, 13th Sept.—Mojj 7th Sept., Coals.—M. B. K. Holstein, Ger. s.s., 883, A. Nienh., 8th Sept.—Tangrau 31st Aug., Coals.—J. & Co.

Hoppsang, Br. s.s., 1,307, F. D. Northcombe, 13th Sept.—Shanghai 10th Sept., Sugar.—B. & S. Co.

Germania, Ger. s.s., 1,714, T. Petersen, 13th Sept.—Hoichon 12th Sept., Gen.—J. & Co.

Proteus, Nor. s.s., 1,624, N. C. Krabbe, 13th Sept.—Tansui via Amoy and Swatow 12th Sept., Gen.—O. S. K.

Andalusia, Ger. s.s., 3,477, M. Filler, 13th Sept.—Hamburg via Penang and Singapor 8th Sept., Gen.—H. A. L.

Benedi, Br. s.s., 2,108, J. P. Polte, 13th Sept.—Shanghai 10th Sept., Gen.—G. L. & Co.

Indravelli, Br. s.s., 3,768, S. Cullington, 14th Sept.—Chinawao and Chefoo 8th Sept., Ballast.—G. L. & Co.

Nanshan, Br. s.s., 1,299, A. W. Brynall, 14th Sept.—Saigon 10th Sept., Gen.—B. & Co.

Clearances at the Harbour Office.

Socorro, for Shanghai.

Shooshing, for Canton.

Dezwongie, for Amoy.

Tendli, for Kuching.

Choutai, for Bangkok.

Zoraster, for Yokohama.

Canda, for Singapore.

Hanol, for Hoitow.

Departure Sept. 14.

Haiching, for Coast Ports.

Choutai, for Bangkok.

Thoma, for Canton.

Sumatra, for Heribisho.

Hue, for Haiphong.

Passengers arrived.

Per Andalusia, from Singapore—470 Chinese.

Per Shaoshing, from Shanghai—Mr. J. Mc Kenzie.

Per Indravelli, from Chinawao, &c.—Dr. Fulton, Dr. Cock, and 190t Chinese.

Per Nanshan, from Saigon—Messrs. R. Oberwinter, Dennison, and 190 Chinese.

Passengers departed.

Per Bayern, from Hongkong for Shanghai—Mrs. Basto, Messrs. J. E. Silva, A. Basto, H. Schwer, R. Wortmann, Mrs. and Misses (2) Remedios, Mr. Mrs. and Miss Marques, Capt. and Mrs. Schellhas, A. B. Sorenson, Mrs. C. Wong, Mrs. J. W. Wong, Messrs. J. W. Wong, W. W. Wong, R. Vojack, S. Tautsia and H. Repey. For Nagasaki—Capt. Nusworth, Miss O. Suye, Miss Kita, Messrs. Nakamura and W. Forster. For Kobe—Messrs. B. B. Lane, Schneider, and Makahara and party. For Yokohama—Mr. and Mrs. J. Meier, Messrs. F. L. Quintos, Ah Mu Yee, Arnold, B. Tidy, D. Storbeck, C. J. Blew, Tahiran and Jhamatmal.

Per Preussen, from Hongkong for Hamburg, &c.—Mr. F. Adamson, Mr. and Mrs. Martin, d'Adda and child, Messrs. J. S. Ally, Akker, Main, Miss Bertha Bergfeld, W. D. O'Brien, Boulin, Bikoff, Bogomoloff, Birnkoff, Besais, Mrs. Betin and child, Mr. Bogdanowitsch, Mr. and Mrs. Bludcoff and children, Messrs. Bludcoff, Baronet, Dr. M. Chikashika, Messrs. A. J. David, E. David, Mrs. Duke, Mrs. W. J. Dunlop and children, Miss Doronin, Mr. and Mrs. Flaum, Messrs. Frasen, H. Futchally, Fronschewitsch, Dr. A. Gramatzki, Mr. Grinkevitch, Mr. and Mrs. Grigonenko and child, Mrs. Hiyonen, Mrs. Iimori, Mr. and Mrs. Iwanoff, Mr. and Mrs. C. J. Cates, Messrs. Jeffreys, W. Jones, Jurewitsch, Mrs. Jawgewitsch and children, Mr. and Mrs. Juschkoff, Messrs. F. Kennedy, C. F. Klingroth, Konanenko, Kalchert, Miss Karagitscheff, Messrs. Kouchuk, Konik, Koniskers, Knoch, Miss Karzeff, Mr. and Mrs. Kosakewitsch, Misses Kondravitsch, Kolosoff, Messrs. F. Little, Loboleff, Dr. A. de Magalhães, Mr. Marais, Mr. and Mrs. W. J. Maxwell, Mrs. Mercer, Messrs. M. J. Myers, J. P. Misso, Meersohn, Mikoulowski, Michalschenko, Matrosoff, Mrs. Maskolin, J. C. Nickels, E. Neumann (2), S. Oba, Mr. and Mrs. Oei Tiang Ham, Messrs. G. and A. Oei, Ospoff, Mr. and Mrs. Ublanoff and child, Messrs. Pollack, Quincey, Pond, Porphin, Miss Pawloff, Petroff, Pogowksi, Peschewitsch, Polakoff, Mr., Mrs. and Miss Ponschkareff, Messrs. Krojdestweissko, E. O. Reimers, W. S. Reyburn, Mrs. Riegen and child, Mr. S. Ritamura, Mr. and Mrs. Robbins, Dr. D. Robertson, Capt. Seaborne, Mr. and Mrs. Seab Eng Keat and child, Miss Seab Eng Keat, Messrs. J. Siemann, Salmanoff, Mr. and Mrs. Sokoloff, Messrs. Serewinski, Sadanawano, Scharoff, Mr. and Mrs. Sisegloff and child, Messrs. Smirnoff, Schirrigoff, Mr. and Mrs. Satzick and child, Mr. and Mrs. Salstein and child, Mr. M. B. Tai, Mr. and Mrs. Tan Swee Ket, Messrs. Tan Soon Yung, Touchender, Tschukischef, Mr. and Mrs. Tschermeski, Mrs. Tscherskische and child, Messrs. Tschernoff, W. H. Walsh, Wasileff, Wessels, R. Westmore, Mr. and Mrs. Weybinet, and children, Messrs. Winogradoff, P. H. Woooton, Mr. and Mrs. Zochwitsch and child, Messrs. Zeschewitsch, Mr. Zickler, Miss Zconoff, and Mrs. Zudnick.

Shipping Report.

Sir Indravelli from Chinawao—Fine weather, smooth sea.

Str. Proteus from Tamsui—Light breeze from SW, smooth sea.

Str. Shooshing from Shanghai—Light winds, smooth, clear, and fine.

Str. Andalusia from Hamburg, etc.—Fine weather and smooth sea. One Chinaman died during the voyage.

Vessels in Port.

STEAMSHIP.

Bourbon, Fr. s.s., 97, C. Sisco, 7th Sept.—Saigon 10th Sept., Gen.—Wo Fat.

Candia, Br. s.s., 4,195, O. Jones, R. N.R., 13th Sept.—Fochow 4th Sept., Gen.—P. & O. S. N. C.

Catherine Arpan, Br. s.s., 1,730, A. Stewart, 11th Sept.—Singapore 5th Sept., Gen.—D. S. & Co., Ltd.

Clara Jebson, Ger. s.s., 1,103, F. Bendixen, 13th Sept.—Swatow 12th Sept., Gen.—O. S. K.

Clavering, Br. s.s., 2,154, D. Barton, 6th Sept.—Salina Cruz 31st Aug., Ballast.—C. C. S. & Co.

Derwent, Br. s.s., 1,652, J. Jenkins, 6th Sept.—Samarang 27th Aug., Sugar—Mat Fat & Co.

Devawongse, Ger. s.s., 1,057, T. V. Bruhn, 10th Aug.—Bangkok and Swatow 18th Aug., Rice and Teak-squares—B. & S.

Empress of Japan, Br. s.s., 5,004, Henry Pybus, R. N.R., 6th Sept.—Vancouver 14th Aug., and Shanghai 4th Sept., Mails and Gen.—C. P. R. C.

Elizabeth Rickmers, Ger. s.s., 997, G. Götsche, 12th Sept.—Bangkok 5th Sept., Rice—B. & S. Co.

Fri. Nor. s.s., 860, N. Andersen, 26th Aug.—Haiphong 23rd Aug., Gen.—Agaard Thorsten & Co.

Hano, Fr. s.s., 739, P. N. Merle, 12th Sept.—Hoichon 11th Sept., Catte, Pigs and Gen.—A. R. M.

Helena Menzel, Ger. s.s., 984, K. Auer, 6th Sept.—Karatsu 29th Aug., Coal—Order.

Hercules, Jap. s.s., 2,439, G. Bierck, 7th Sept.—Kuchinozu 31st Aug., Coal—M. B. K. Holstein, Ger. s.s., 883, A. Nienh., 8th Sept.—Tangrau 31st Aug., Coals.—J. & Co.

Hopsang, Br. s.s., 1,307, F. D. Northcombe, 13th Sept.—Shanghai 10th Sept., Sugar—B. & S. Co.

No mail will be closed for Canton on Saturday evening.

■ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sanhue, Kowloon, Kunchuk, Samkui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

■ On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 1d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Battiscombe, H. G. Holl, B. G.

Bell, R. N. Lieut. H. F. Hurst, R. N., Engineer-Capt.

Bingham, Mr. & Mrs. J. E. and child

Blondeau, Mr. & Mrs. I., 3 children and maid

Innes, Capt. R. Jones, Dr. & Mrs. Evan Kern, F.

Laing, A. H. Large, H. J. C.

Lawless, Major

Lewis, A. R. Ludge, D.

Broughall, L. Bunnier, Mr. and Mrs. W. C.

Carter, W. L. Chakley, H. F.

Dobson, Mr. and Mrs. H. I.

Conrow, Mr. and Mrs. Coulthart, J.

Cruckshank, A. Cunningham, G.

Doolittle, F. H. Doolittle, Capt. & Mrs. Douglas, Capt. & Mrs. J. Dowley, Mr. and Mrs. W. A.

Downing, Mr. T. C. Dr. Reed, Dr. L. R.

Fletcher, H. Ronch, Mrs. J. S. and child

Freeman, J. G. Rochet, L.

Gasti, J. de Sawedra, J. F.

Glover, C. Scott, J. Gray.

Grant, A. V. Scott, Mrs. J. G.

Grove, Dr. F. Shea, J. J.

Hall, Capt. T. Skinn, A. J.

Hammer, E. Stein, A. L.

Hardie, F. H. Utter, H.

Harrell, U. S. A. Utter, H.

Holcomb, Mrs. F. P. Winn, W.

Key, Dr. H. Winn, W.

Kowloon, Miss Julia

Bonfield, Capt. Buller, Capt.

Hall, J. S. Hall, J. S.

Mails.

To Let.

SHOPS TO LET

IN QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession at an early date; and No. 25, under HONGKONG HOTEL.

For particulars, apply to—
W. BREWER & CO.
Hongkong, 12th September, 1905. [921]

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th September, 1905. [900]

TO LET.

ABUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.
No. 1, RIPPON TERRACE, FLATS in MORETON TERRACE, INCLINE POLO GROUND.
OFFICES in course of erection, CONNAUGHT ROAD (near BLACK PIER).
GODOWNS: PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th August, 1905. [699]

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN NO. 3, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright andairy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.
Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

AFIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

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Lamps fixed up for Buyers free of charge.

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Steamer. Tons. Captain. Sailing.

Lyra 1. 4,417 G. V. Williams At. Sept. 17

Pleated 1. 3,753 F.G. Parrott " Oct. 7

Shawmut 1. 9,666 E. V. Roberts " Oct. 14

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Steamer marked (*) have no second-class passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION.

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The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

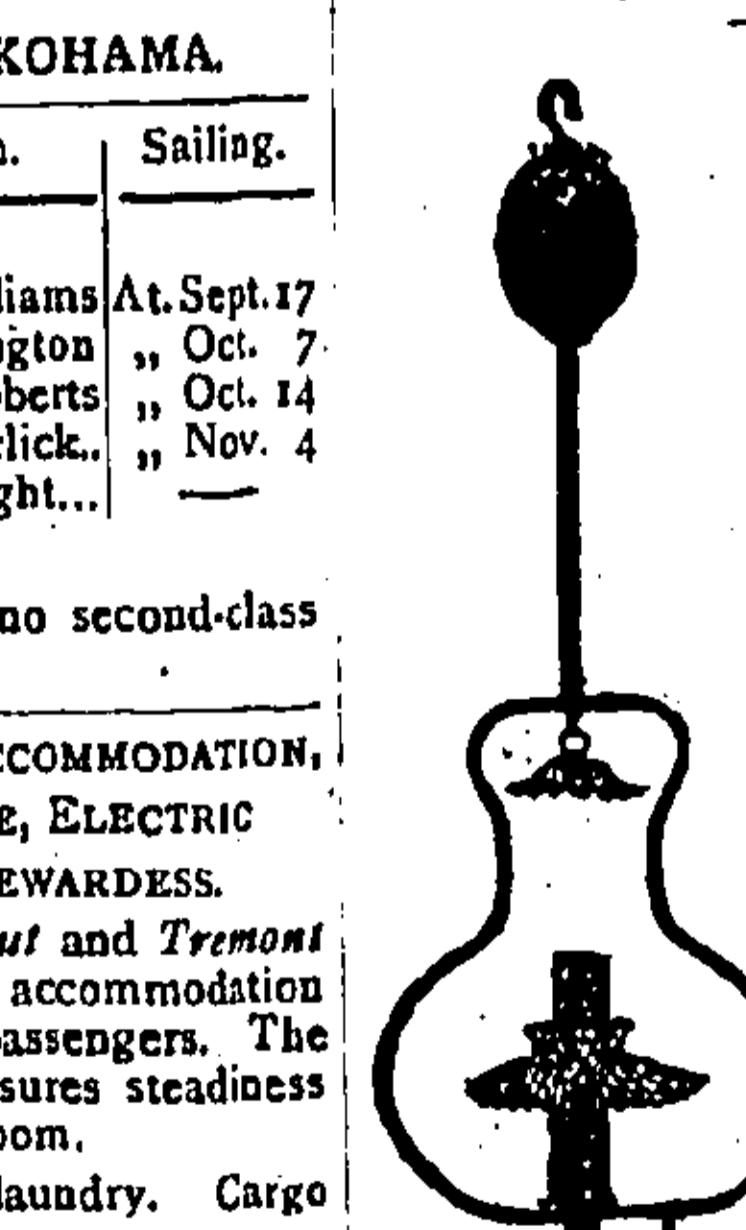
Barber's shop and steam-laundry. Cargo arrived in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 8th September, 1905. [8]

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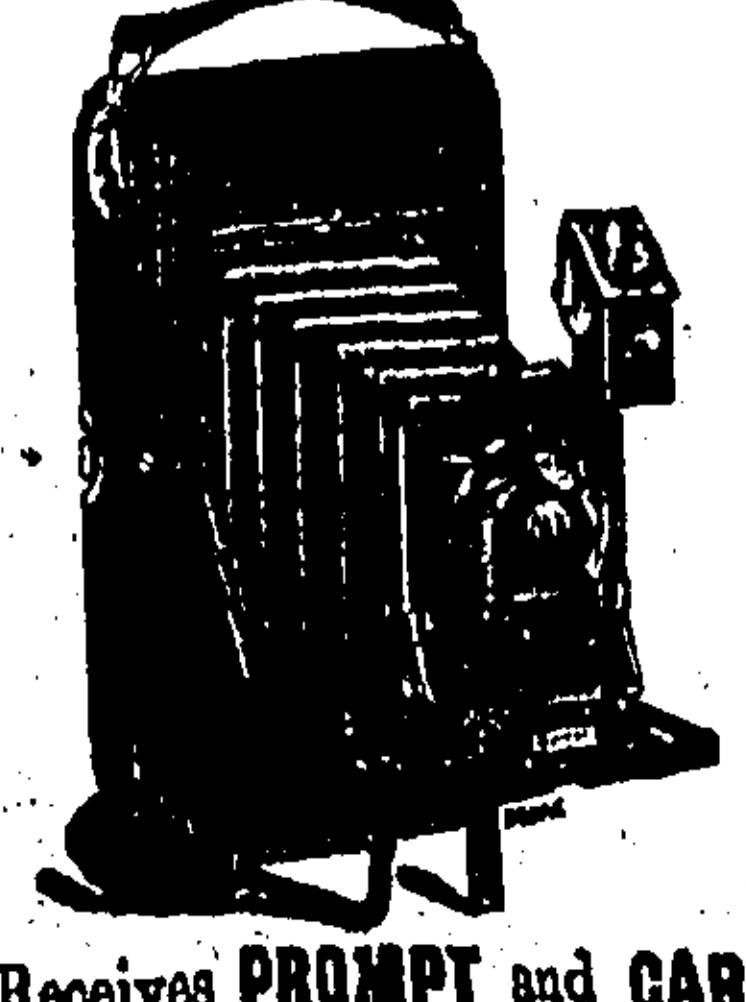
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STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT REFERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND:	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000	\$1,170,278	{ \$1 15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 %	\$892 buyers
National Bank of China, Limited.....	99,025	\$7	\$5	\$100,000	\$41,768	\$2 (London 3/6) for 1903	...	London £604 \$38
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 81,730	\$150,494	\$17 for 1903	5 %	\$335 buyers
China Traders' Insurance Company, Limited	24,000	\$8.33	\$25	{ \$50,000 \$11,002 \$362,366 \$371,445	Nil.	\$48 for year ended 30.4.1904	5 %	\$80 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 200,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,50,000 \$20,000 \$372,749 \$803,110 \$86,773	\$2,078,997	\$35 for 1903	41 %	\$70 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$218,693	\$486,284	\$12 and \$3 special dividend for 1903	81 %	\$174
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$5,000 \$1,000,000 \$22,241	\$329,047	\$6 dividend & \$1 bonus for 1903	81 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$360,372	\$34 for 1903	101 %	\$335
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$85,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$600,000	Nil.	\$2 for year ended 30.6.1904	51 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$145,376 \$120,000 \$241,150	\$8,04	\$1 for first half-year 1905	71 %	\$61
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	{ \$1,999 \$25,000	£4,435	{ \$1/- @ 1/10 = \$6.29.51 for 1904	61 %	\$93
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	71 %	Tls. 58 sales
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$4,116 \$65,000	Tls. 58,852	Interim of Tls. 1/- (Coupon No. 5) for 1904	41 %	Tls. 48 sales \$21 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	{ \$24,257 \$400,000	\$929	{ \$1.80/- for year ending 30.4.1905 \$0.90/-	31 %	\$33 sellers \$25 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 21,075	\$21,231	\$10 for 1904	64 %	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 19,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	134 %	Tls. 29 sales
REFINERIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	101 %	\$132
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	\$86,087	\$3 for 1897	...	\$21 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. Tls. 1,635	Tls. 21 for year ending 30.9.04	31 %	Tls. 68 sales
MINING								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$40,000 \$12,289	£7,820	Interim of 1/- (No. 4)
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	Dr. \$8,745	No. 12 of 1/- = 48 cents
DOCKS, WHARVES & GODOWNS								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	91 %	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	{ 6,000 12,000	\$25	\$25	\$70,000	\$8,577	\$75 for 1904 on old capital	78 %	\$27 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000	\$29,422	First year	...	\$25 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	68 %	\$194
New Amoy Dock Company, Limited	6,000	\$68	\$68	\$55,500	\$489	\$1 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	68 %	\$100 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$1						